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(54) **FRONT STRUCTURE OF AN AIRCRAFT FUSELAGE COMPRISING LANDING GEAR**

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USPC **244/102 A; 244/102 R**

(58) **Field of Classification Search**
USPC 244/102 A, 102 R
See application file for complete search history.

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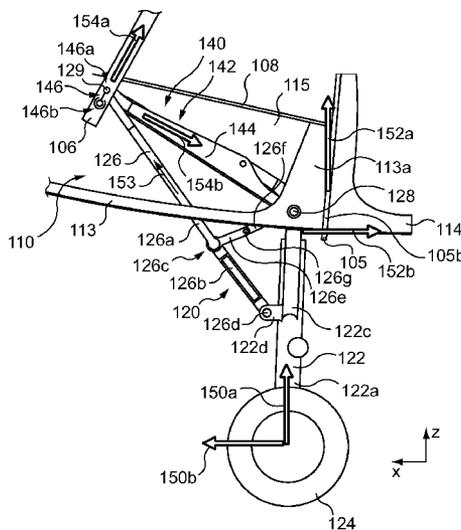
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(57) **ABSTRACT**

A front structure of an aircraft fuselage comprising landing gear pivoting about a main shaft and a stay shaft. The front structure also comprises a first reinforcing frame and a second reinforcing frame, the main shaft and the stay shaft being respectively connected to the first and second frames, and a device for the mechanical connection and transfer of forces connecting the stay shaft and the main shaft and transferring to the main shaft a portion of the forces induced by the wheels of the landing gear onto the stay shaft, the second frame and said device being perpendicular to one another.

14 Claims, 6 Drawing Sheets



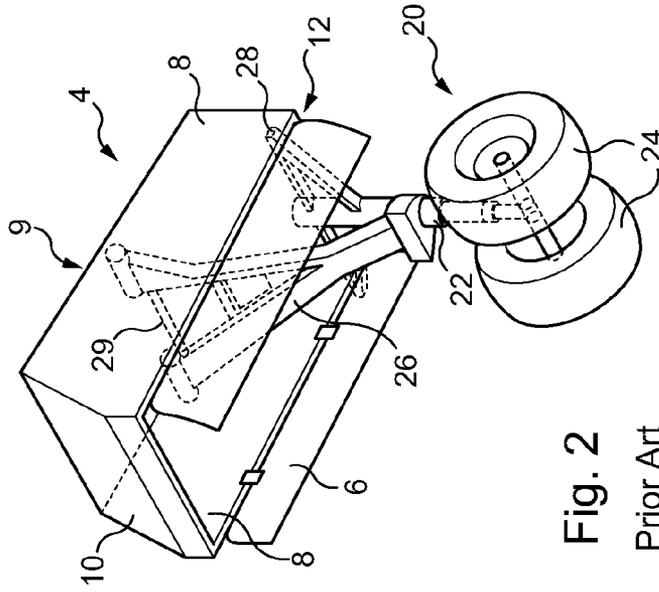
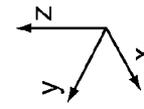


Fig. 2
Prior Art

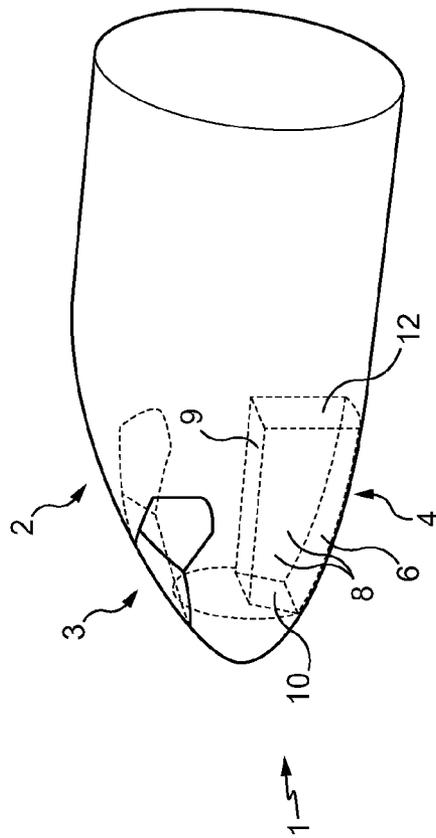


Fig. 1
Prior Art

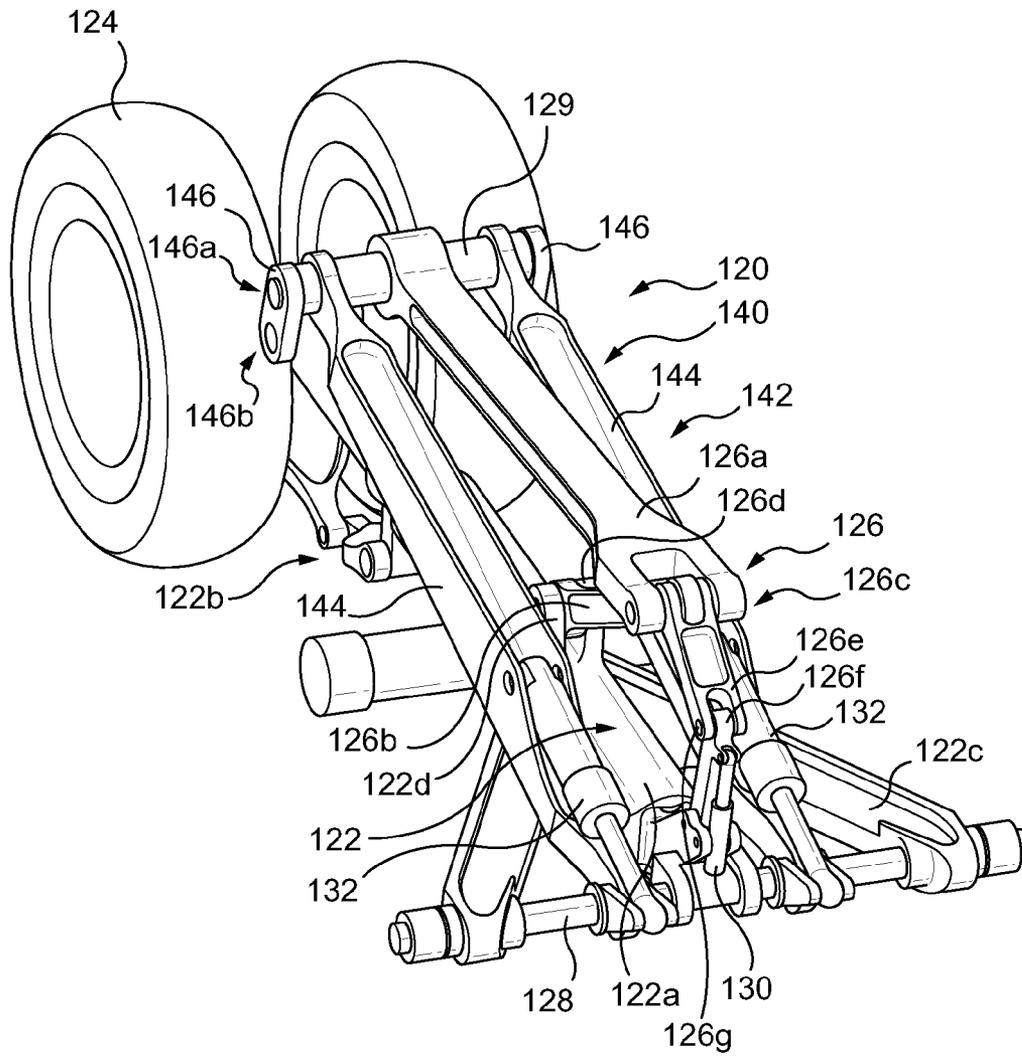


Fig. 4

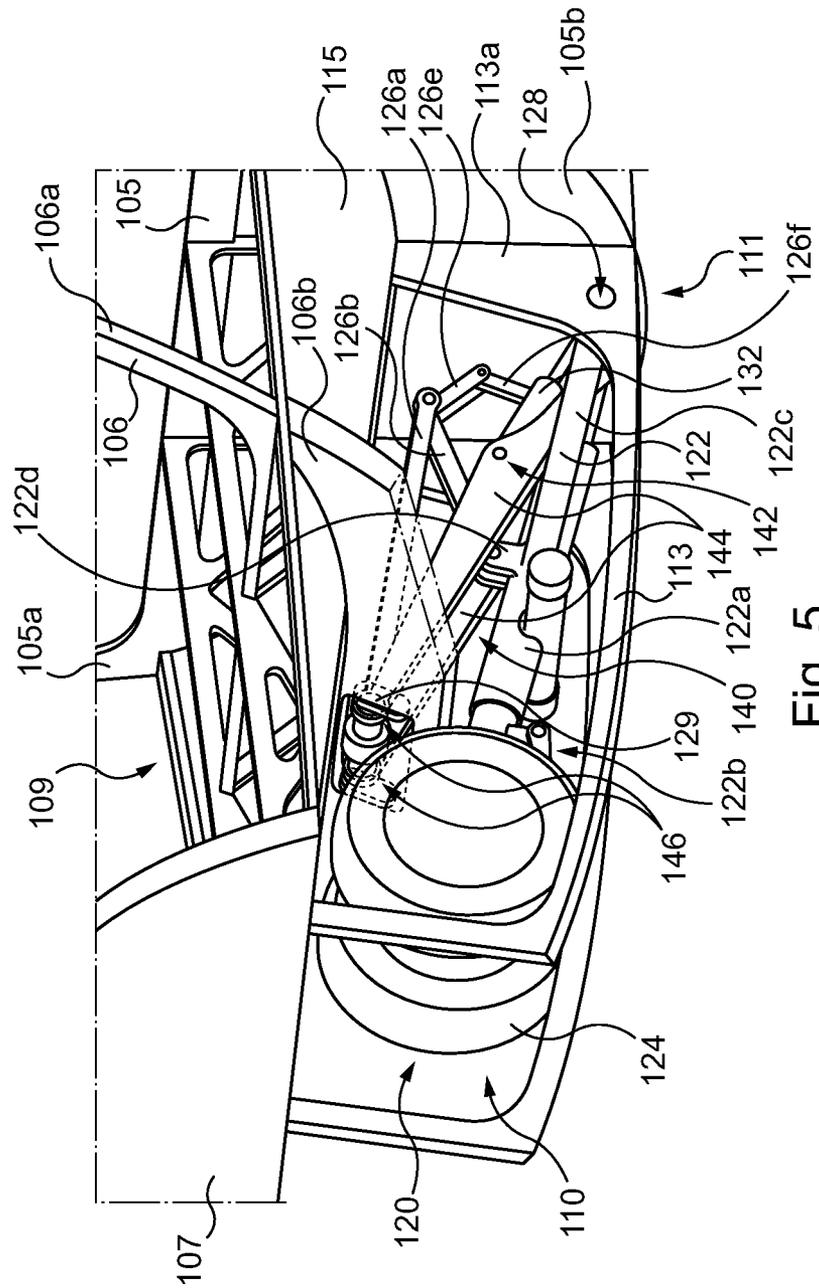


Fig. 5

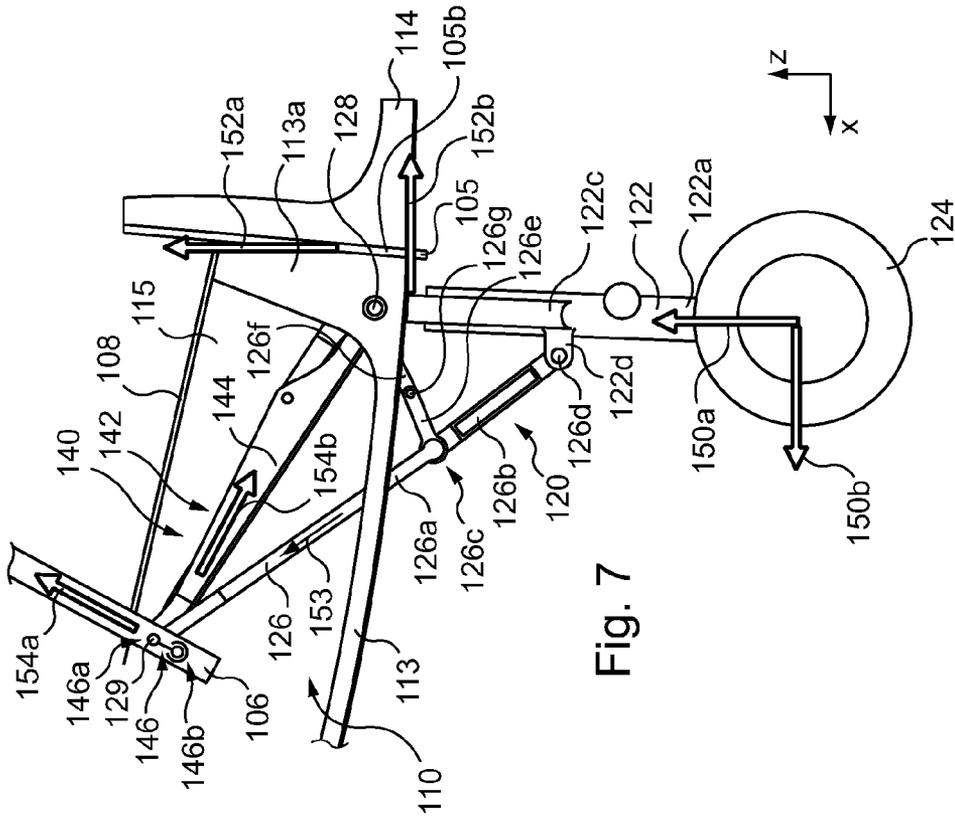


Fig. 7

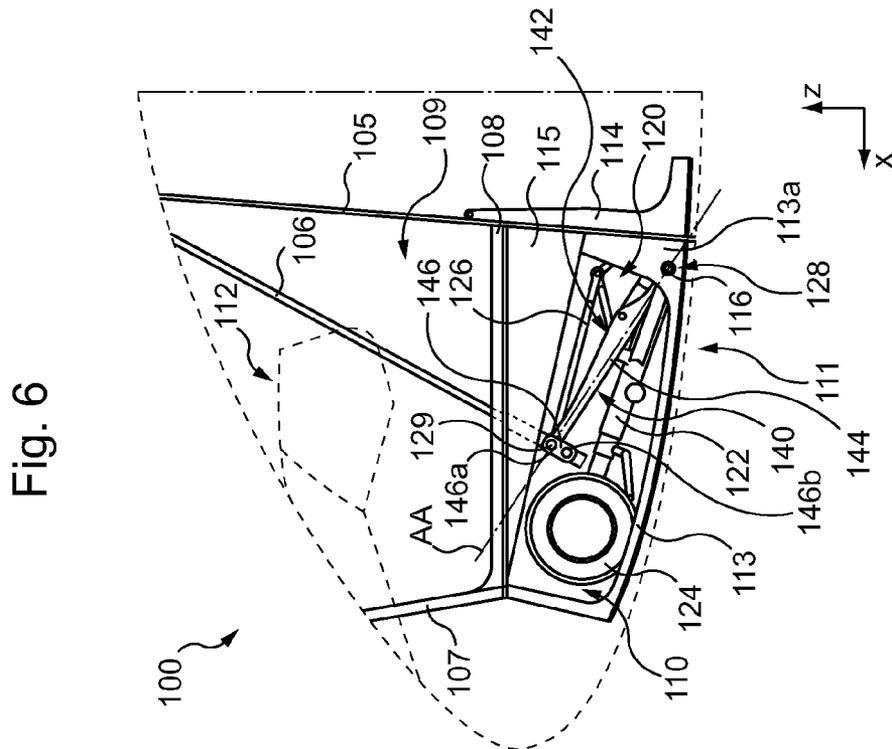


Fig. 6

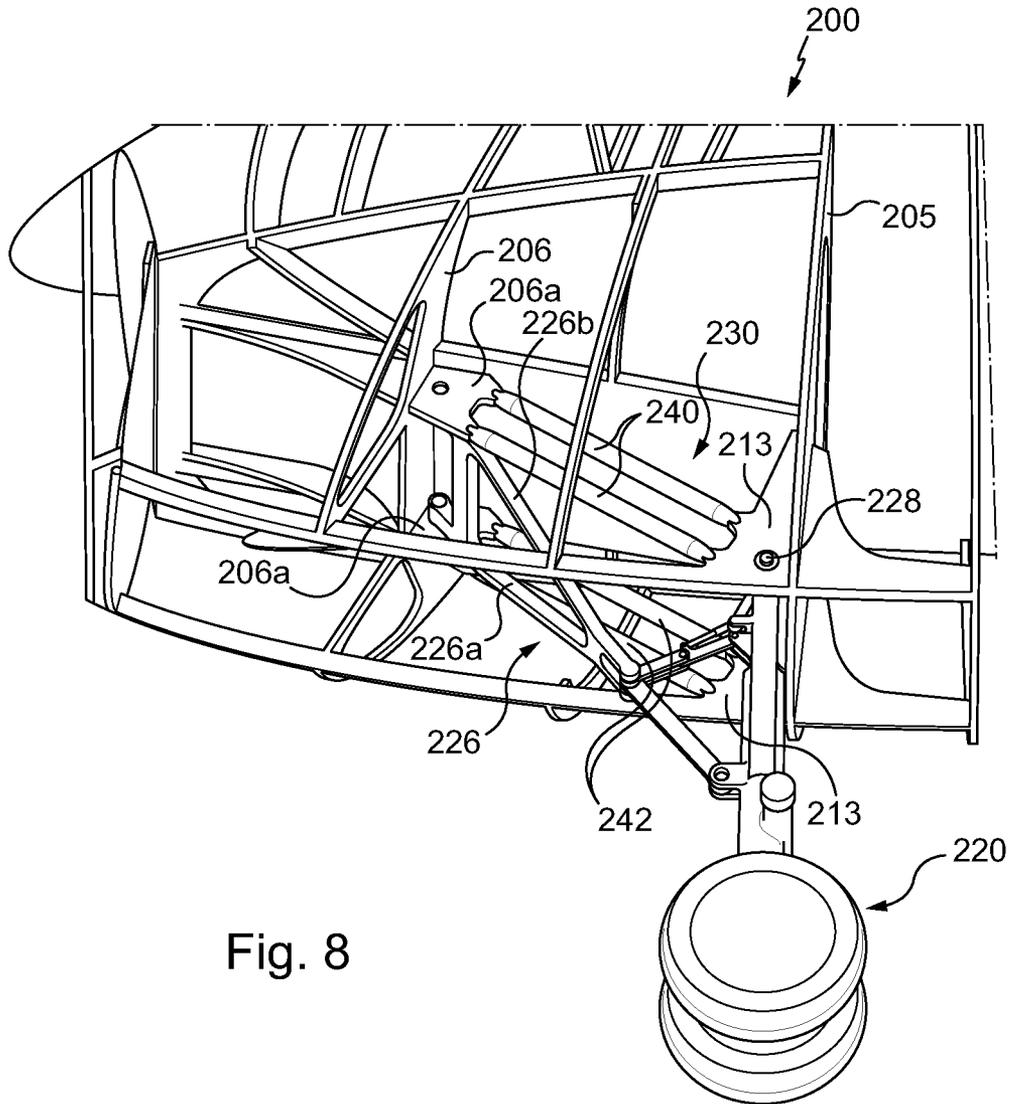


Fig. 8

1

FRONT STRUCTURE OF AN AIRCRAFT FUSELAGE COMPRISING LANDING GEAR

BACKGROUND OF THE INVENTION

The invention relates to a front structure of an aircraft fuselage comprising landing gear.

Usually the front landing gear on an aircraft is housed in a gear housing situated inside the front structure of the fuselage. This housing performs a dual function depending on whether the aircraft is in flight or on the ground.

During flight, the housing isolates the gear from the aerodynamic flows so as to increase the performance of the aircraft.

On the ground, its role is to transmit the forces induced by the landing gear to the reinforcing elements of the front structure, in particular its frames.

Currently, the elements that form the landing gear are connected to the frames of the front structure by means of the elements of the landing-gear housing.

FIG. 1 illustrates a portion of an aircraft fuselage 1 of the prior art, more particularly a conventional aircraft front structure 2.

The front structure 2 most frequently consists of frames and an outer skin which are interrupted by apertures designed for the installation of cockpit windows 3.

This structure comprises a landing-gear housing 4, of substantially parallelepipedal shape, comprising a hatch 6, two side walls 8, a ceiling 9, a front wall 10 and a rear wall 12.

The hatch 6, consisting of two substantially rectangular articulated flaps, is situated flush with the front structure 2 and locally closely follows the curvature thereof. In the closed position, it is locally substantially flat.

On either side of this hatch 6 there are two side walls 8 that are substantially flat and parallel with one another which connect the hatch 6 and the ceiling 9 which is substantially flat and has a rectangular surface.

The landing-gear housing 4 is closed at the front (toward the front of the fuselage) by the front wall 10 which extends from the hatch 6 to the ceiling 9 and, at the rear, by the rear wall 12 that is substantially flat and perpendicular to the hatch 6.

A conventional landing gear 20 incorporated into the landing-gear housing 4 is shown in FIG. 2.

Such a gear notably comprises a leg 22 furnished at one end with wheels 24 and, at a distance from this end, a strut 26 taking the form of a Y.

The leg 22 is connected at its end opposite to the wheels 24 to a shaft 28, called the main shaft. This main shaft 28 has the same direction as the pitch axis of the aircraft. The shaft 28 is connected at each of its opposite ends to one of the side walls 8 close to the junction between the rear wall 12 and the hatch 6.

The strut 26, for its part, is connected at its end closest to the wheels (the base of the Y) to the leg 22, and at its other two opposite ends (the branches of the Y) to a shaft 29, called the stay shaft. This stay shaft 29 is parallel with the main shaft 28. It is connected at each of its opposite ends to one of the side walls 8, close to the ceiling 9 and approximately halfway between the front wall 10 and the rear wall 12.

The main shaft 28 and the stay shaft 29 are used to cause the leg 22 and the strut 26 to pivot about the pitch axis of the aircraft so as to move the landing gear 20 from a deployed position such as that of FIG. 2 to a retracted position in which the gear is confined in substantially horizontal position (the horizontal position of the aircraft when it is on the ground) inside the housing 4.

2

When the aircraft is running on the ground, it is therefore to the bearings of the main shaft 28 and stay shaft 29 that the axial forces coming from the wheels 24 are transmitted.

Since these bearings are connected to the walls 8 of the landing-gear housing 4, it is the walls that transmit the forces induced by the landing gear 20 to the front structure 2.

SUMMARY OF THE INVENTION

The invention proposes to make improvements to the front aircraft structures furnished with landing gear as described above.

Accordingly, the invention relates to a front structure of an aircraft fuselage comprising landing gear capable of pivoting about two parallel pivoting shafts, a main shaft and a stay shaft, in order to allow the deployment or the retraction of the gear, the landing gear comprising a leg supporting wheels that is connected to the main shaft and a strut connecting the leg to the stay shaft, wherein the front structure also comprises:

a first reinforcing frame and a second reinforcing frame, the main shaft and the stay shaft being respectively connected to the first and second frames,

a device for the mechanical connection and transfer of forces connecting the stay shaft and the main shaft and transferring to the main shaft a portion of the forces induced by the wheels of the landing gear onto the stay shaft, the second frame and said device being perpendicular to one another.

Such arrangements make it possible to transfer the forces originating from the landing gear (the reaction of the ground against the weight of the airplane, forces associated with the dynamic landing and with running, etc.) through the simplest and shortest possible path to the frames of the front structure of the aircraft.

More precisely, the forces absorbed by the stay shaft are transferred to the main pivoting shaft via the device for transferring forces.

The relative orientation of the device for mechanical connection and transfer of forces relative to the second frame makes it possible to prevent any residual force or any force component that is not oriented in the plane of a frame or in the axis along which the device extends, for example along the longitudinal axis of the fuselage.

Thus, only the reinforced elements of the structure (frames) and the device for transferring forces support and transfer the forces transmitted by the landing gear.

According to one possible feature of the invention, the front structure extends in a longitudinal direction, the first frame extending in a cross section of the front structure and the second frame being inclined relative to this cross section.

Such an inclination of the second frame also makes it possible to prevent this frame from interfering with the complex zone of the cockpit window surrounds of the front structure. It is then no longer necessary to reinforce these surrounds. This second frame can then be made in a continuous manner (for example in the form of a continuous closed ring) and it can also serve as a reliable geometric reference for the assembly of the elements of the front structure.

According to one possible feature, the front structure also comprises a landing-gear housing, a portion of the first frame of the front structure forming a rear wall of the landing-gear housing and the landing-gear housing comprising reinforcing elements resting on the rear wall and extending longitudinally toward the front of the housing following the local internal curvature of the fuselage.

The reinforcing elements replace the complete side walls of larger surface area of the housing of the prior art. The housing according to the invention is therefore lighter.

The side walls are therefore recessed in their central portion so as to leave only a peripheral portion or a border of these walls which runs along the first frame starting from the roof of the housing and which extends toward the front of the latter (L shape), or even then runs up again toward the roof (U shape).

Moreover, the reinforcing elements make it possible to reinforce the first frame, in particular the lower portion of the latter forming a partition between the depressurized zone of the landing housing and the pressurized zone of the hold.

In order to better transmit to the first frame the forces induced by the landing gear on the main shaft, the main shaft is attached to the reinforcing elements of the landing-gear housing at or close to their resting point on the rear wall.

According to one possible feature of the invention, the landing-gear housing comprises a roof having a convexity oriented toward the inside of the landing-gear housing.

The advantage of such an arrangement is to confer increased pressure resistance on the housing roof. The zone of the housing is in fact not pressurized unlike the zones situated above (the cockpit zone) and behind (the hold zone).

According to one possible feature of the invention, the device for mechanical connection and transfer of forces comprises several mechanical connection members extending in an extension direction and connecting the main shaft to the stay shaft.

It will be noted that these members are arranged apart so as to delimit between them a housing for accommodating a portion of the landing gear.

According to a first embodiment, the device for mechanical connection and transfer of forces comprises a rod assembly which comprises at least one connecting rod and at least one clevis.

According to one possible feature of the invention, said at least one connecting rod is connected, at one of its opposite ends, to the main shaft and, at its other end, to the stay shaft, the clevis directly connecting the stay shaft to the second frame of the front structure.

The advantage of such an arrangement is that it makes it easier to incorporate the landing gear because it is connected to the structure only by the main and stay shafts. Notably this makes it possible to limit the adjustments to be made and to insert a preadjusted landing gear in an existing structure.

So as to transfer the forces induced by the landing gear to the frames of the front structure via the simplest possible path, said at least one clevis directly connects the stay shaft to the second frame.

The device for mechanical connection and transfer of forces may be made secure by duplicating its constituent elements. For this, the rod assembly comprises two connecting rods and two clevises associated respectively with the two connecting rods, the connecting rods being parallel with one another.

According to one possible feature of the invention, the landing gear also comprises at least one lifting cylinder placed on said at least one connecting rod of the rod assembly.

This arrangement has the advantage of not having to place the lifting cylinder on the roof of the landing-gear housing as in the prior art.

More particularly, if the device for mechanical connection and transfer of forces comprises two connecting rods and two clevises, the landing gear comprises two lifting cylinders each placed on one of the two connecting rods of the rod assembly.

By virtue of this arrangement, it is possible to distribute the power necessary to rotate the main shaft to two cylinders and not just one, which makes it possible to obtain a space saving amongst other things.

Moreover, the dissymmetrical deformations are limited relative to a configuration with a single cylinder.

In a second embodiment, the mechanical connection members comprise at least two parallel bars directly connecting the first frame of the fuselage to the second frame of the fuselage, the main shaft having two opposite ends connected to the first frame, a first bar being arranged on the side of one of the two opposite ends of the main shaft and a second bar being arranged on the side of the other end of the main shaft, so that the bars, the main shaft and the stay shaft form a parallelogram.

The bars are elements that are both simple to manufacture and resistant to tension forces, thus making them particularly suitable for the transfer of the forces involved.

One advantage of the parallelogram arrangement is that it can deform and thus absorb the forces due to the pressure differences between the landing-gear housing zone and the pressurized zones of the front structure.

In order to add security to the device for mechanical connection and transfer of forces, the mechanical connection members also comprise a third bar and a fourth bar, the third bar being arranged beside the first bar and the fourth bar on the side of the second bar, all the bars being parallel with one another.

Finally the invention relates to an aircraft comprising a front structure as briefly explained above.

BRIEF DESCRIPTION OF THE DRAWINGS

Other features and advantages will appear in the course of the following description given as a nonlimiting example and made with reference to the appended drawings in which:

FIG. 1 is a schematic representation in perspective of a front structure of an aircraft furnished with a landing-gear housing according to the prior art;

FIG. 2 (prior art) is a schematic representation in perspective of the landing-gear housing of FIG. 1 and of its landing gear;

FIG. 3 is a schematic representation in perspective of a portion of the elements of a front structure of an aircraft according to a first embodiment of the invention;

FIG. 4 is a schematic representation of a landing gear and of a device for mechanical connection and transfer of forces in the embodiment of FIG. 3;

FIG. 5 is a schematic representation in perspective of a detail of the front structure of an aircraft of FIG. 3;

FIG. 6 is a schematic representation in section of the front structure of FIG. 5;

FIG. 7 is a partial, enlarged schematic representation of the front structure of FIG. 6 in which the landing gear is in the deployed position and which illustrates the forces brought into play when running;

FIG. 8 is a schematic representation in perspective of a front structure of an aircraft in a second embodiment of the invention.

DETAILED DESCRIPTION OF THE PREFERRED EMBODIMENTS

In the following description, the orientations will correspond to those of an aircraft on the ground on flat ground.

FIG. 3 represents a front structure **100** of an aircraft fuselage in a first embodiment according to the invention. The

front structure **100** shows an overall symmetry relative to a plane XZ and comprises a skin (not shown for reasons of clarity in this figure but represented by dashed lines in FIG. 6) which is reinforced by a plurality of frames and walls, including at least a first frame or rear frame **105**, a second frame or intermediate frame **106** and a delimiting wall **107** separating the nose of the aircraft (not shown and situated in front of this wall) from the rest of the front structure.

Behind the delimiting wall **107**, the fuselage front structure **100** is divided into two compartments by a floor **108**. The upper compartment **109** delimits the cockpit and the lower compartment **110** the landing-gear housing **111**.

The first frame **105** is perpendicular to the plane XZ, that is to say that it extends in a cross section (the plane YZ) of the aircraft. However, other orientations can be envisaged. It is situated behind the structure **100** and marks the separation between the cockpit and the aircraft cabin, in other words between the front structure and the central portion (not shown) of the aircraft.

The first frame **105** extends over the periphery of the transverse local section of the fuselage.

The first frame **105** comprises an annular portion **105a** extending into the upper portion (the pressurized zone) of the periphery of the local section of the fuselage, and of a partition **105b** extending into the lower portion of the periphery of the local section of the fuselage. The partition **105b** marks the separation between the landing-gear housing **111** and the hold situated in the central portion of the aircraft. Since these two zones are not subjected to the same pressure, the partition **105b** is a solid portion of the frame, also called a partition wall, and is preferably reinforced.

The second frame **106** is situated in front of the first frame **105** close to the rear of a pane **112** which is arranged on the skin of the fuselage, in the top portion of the upper compartment **109** and close to the delimitation wall **107**.

The second frame **106** is notably inclined rearward (an oblique position) so as not to interfere with the pane **112**.

In the upper portion (the pressurized zone) the second frame **106** comprises an annular portion **106a** (interrupted in the figure for reasons of clarity) extending over the periphery of an oblique local section of the fuselage and, in the lower portion (the unpressurized zone), of a strip **106b**.

The strip **106b** is a solid portion of the frame, also called a partition wall, and is pierced at its center with a substantially rectangular aperture **106c**. The aperture **106c** is delimited by four internal edges: two side edges, one bottom edge and one top edge.

On the internal bottom edge of the aperture **106c**, two shaft supports **106d** are arranged situated close to the side edges of the aperture. These shaft supports **106d** or bearings extend toward the top of the second frame **106** and are designed to allow the attachment and the articulation of the landing gear as will be seen below.

In the bottom portion, the second frame **106** is comprised of two hoops **106e** extending the annular portion **106a** so as to closely follow the shape of the lower portion of the fuselage.

These hoops **106e** are substantially V-shaped, each of the branches of the two Vs being connected to the strip **106b**.

However, the second frame **106** may also be extended in its bottom portion by an arc of a circle, of the same diameter on the annular portion **106a** for example.

The delimitation wall **107** comprises two half-disks extending respectively on the side of the upper compartment **109** and on the side of the lower compartment **110** along different inclinations relative to the plane YZ.

For reasons of clarity, only half of the upper disk is shown. It is slightly inclined toward the nose of the front structure **100** relative to the first frame **105**.

As has been seen above, the lower compartment **110** delimits a space reserved for the landing-gear housing **111**. The housing **111** is also shown in FIGS. 5, 6 and 7 in interaction with its landing gear shown in detail in FIG. 4. For reasons of clarity, the hoops **106e** are not shown in these figures.

This housing **111** notably comprises two parallel reinforcing elements **113** each forming a side frame or hoop and a domed roof or ceiling **115** from which each reinforcing element **112** extends downward. Each reinforcing element **112** comprises a rear brace **113a** resting against the partition wall **105b** of the rear frame **105**. These elements are assembled so as to arrange inside the housing **111a** substantially parallel-epipedal space that can house a landing gear.

As can be seen in FIG. 3 and in section in FIG. 6, the reinforcing elements **113** are substantially U-shaped, the branches of the U being connected and respectively to the partition wall **105b** of the rear frame **105** and to the delimitation wall **107**. The base of the U closely follows the longitudinal local profile of the front structure **100**.

The branch of the U attached to the rear frame **105** or rear brace **113a** is in contact with the partition wall **105b** over the whole length of its extension along the axis Z and is attached thereto with the aid of bolts (not shown), in particular shear and/or tension bolts.

The rear brace **113a** comprises an axial extension along the axis X so as to make it possible to pierce holes **116** therein in which the two opposite ends of the main shaft of the landing gear will be inserted as will be seen below.

On the other side of the partition wall **105b** (the hold side), the attachment of the rear braces **113a** is consolidated by the presence of heel pieces **114** which are bracket-shaped pieces of which one of the branches is attached over the whole of its length to the partition wall **105b** in the same extension direction (the Z axis) as the rear braces **113a**. Like the rear braces **113a**, the heel pieces **114** are attached to the partition wall **105b** by bolts.

Thus, the portion of the partition wall **105b** delimited by the rear braces **113a** serves as a rear wall for the landing-gear housing **111**.

The domed roof **115** situated just beneath the unreferenced floor, extends along the longitudinal axis X from the partition wall **105b** to the delimitation wall **107**.

For this, it is in contact, at its rear end, with the partition wall **105b** along a contact curve of which the convexity is turned toward the compartment **110** and, at its front end, with the delimitation wall **107** along a contact line parallel to the axis Y. This contact line is located on a diameter of the circle of which the wall **107** forms half.

Thus, the roof **115** is convex on the side of the lower compartment and also passes through the intermediate frame **106** to which it is also attached so as to locally closely follow the upper portion of the strip **106b**.

Unlike the landing-gear housings of the prior art, the landing-gear housing **111** does not therefore comprise side walls which would absorb the forces induced by the landing gear but only recessed walls reduced to elements **113** forming their border or periphery.

It will be noted that the particular shape of the reinforcing elements **113** limits the possible geometric discontinuities generated in the shape of the front structure **100**.

Moreover, the convex shape of the roof **115** makes it more resistant to the pressure forces which makes it possible to limit possible deformations of the gear housing associated with the pressurization of the zones of the front structure **100**.

situated close by, such as the upper compartment **109** (the cockpit zone) and the hold (not shown) situated behind the partition wall **105b**.

With reference to FIG. 4, the elements of a front landing gear **120** designed to be housed in the landing-gear housing **111**, and its incorporation with the elements comprising the front structure **100** will now be described with reference to FIGS. 5, 6 and 7.

The landing gear **120** comprises a leg **122** furnished at one of its two opposite ends with wheels **124**, a strut **126**, a main shaft **128** and a stay shaft **129**.

The leg **122** is connected at its end opposite to the wheels **124** to the main shaft **128**. This shaft, once incorporated into the front structure **100**, is inserted into the holes **116** of the rear braces **113** of the landing-gear housing **111** and is therefore arranged parallel to the pitch axis of the aircraft, in other words the direction of the axis Y.

The stay shaft **129**, once incorporated into the front structure **100**, is inserted into the shaft supports **106d** of the second frame **106** and is therefore parallel to the pitch axis of the aircraft and to the main shaft **128**.

As can be seen in FIG. 4, the leg **122** of the landing gear **120** comprises a branch **122a** supporting an articulated strut **122b** and a Y-shaped support **122c**.

The branch **122a** comprises two cylinders of different diameters fitted into one another, the cylinder having the smaller diameter being that which is connected to the wheels **124** at one end of the branch **122a** by means of the articulated strut **122b**.

The Y-shaped support **122c** extends from an intermediate portion of the leg toward the main shaft.

The support **122c** has two branches connected to the main shaft **128** close to the opposite ends of the latter and these two branches extend on either side of the opposite end of the branch **122a** which is also connected to the main shaft **128**.

The leg **122** also comprises, on the branch **122a**, a connecting shaft support **122d**.

The strut **126** for its part comprises a first strut connecting rod **126a**, a second strut connecting rod **126b**, an intermediate shaft **126c**, a leg shaft **126d**, a first strut link rod **126e**, a second strut link rod **126f** and a second intermediate shaft **126g**.

The first and second strut connecting rods **126a**, **126b** connect on the one hand the strut **126** to the stay shaft **129** and, on the other hand, the strut **126** to the leg **122** (FIGS. 6 and 7).

More precisely, the first strut connecting rod **126a** is connected, at one end, to the stay shaft **129** and, at its other end, to the second strut connecting rod **126b** via the intermediate shaft **126c** (this shaft is parallel with the stay shaft **129**) and about which the connecting rods **126a** and **126b** are both capable of pivoting.

The second strut connecting rod **126b** is for its part connected by one end to the first strut connecting rod **126a** via the shaft **126c** and, by its opposite end to the leg **122** by means of the leg shaft support **122d**. The leg shaft **126d**, parallel with the intermediate shaft **126c**, is inserted into the support **122d**. The second strut connecting rod is capable of pivoting about the leg shaft **126d**.

The first and second strut link rods **126e**, **126f** connect the intermediate shaft **126c** to the main shaft **128**.

More precisely, the first strut link rod **126e** is connected, at one end, to the intermediate shaft **126c** and, at its other opposite end, to the second strut link rod **126f** via a second intermediate shaft **126g** parallel with the intermediate shaft **126c** and about which the strut link rods **126e**, **126f** are capable of pivoting.

The second strut link rod **126f** is for its part connected by one end to the first strut link rod **126e** via the shaft **126g** and, by its opposite end, to the main shaft **129** as can be seen more clearly in FIG. 4.

The two strut connecting rods **126a**, **126b** and the two strut link rods **126e**, **126f** make it possible to articulate the strut **126** so that it can be positioned substantially horizontally inside the landing-gear housing **120** when the landing gear is folded.

A strut counter-locking cylinder **130** is placed behind the second strut link rod **126f** and is used to stabilize the strut **126** in position and, more particularly, to protect the second strut link rod **126f**.

The landing gear **120** is retracted by the rotation of the main shaft **128** on itself, bringing with it the strut **126** of which the connecting rods and link rods **126a**, **126b**, **126e**, **126f** are articulated relative to one another by pivoting about their respective axes and fold more or less toward one another.

In its movement, the strut **126** in its turn drives the leg **124** which is then brought inside the landing-gear housing **111** in order to be stowed therein in the position that can be seen in FIGS. 5 and 6.

The rotation of the main shaft **128** is actuated, unlike with the landing gears of the prior art, not by a single cylinder connected to the roof of the landing-gear housing, but by two cylinders **132** placed on a device for mechanical connection and transfer of forces that will be described below.

By virtue of this arrangement, it is possible to spread the power necessary for rotating the main shaft **128** to the two cylinders and not just one. The spatial arrangement of the two cylinders on the device makes it possible notably to save space inside the housing.

Moreover, the dissymmetrical deformations are limited relative to a configuration with a single cylinder.

It will be noted that the movement to deploy the landing gear is carried out in reverse manner.

A device for mechanical connection and transfer of forces **140** according to the invention and the manner in which it interacts with the frames of the front structure **100**, the landing-gear housing **111** and the landing gear **120** will now be described with reference to FIGS. 4, 5 and 6.

In the embodiment shown in these figures, the device for mechanical connection **140** comprises a rod assembly **142** comprising a pair of connecting rods **144** and a pair of associated clevises **146**. The fact that the connecting rods and the clevises are present in pairs is the result of a desire to protect the mechanism. However, only one connecting rod and only one clevis may be envisaged. Conversely, the device for mechanical connection **140** may comprise more than two pairs of connecting rod and clevis, or even more than two elements per pair of each.

The connecting rods **144** are, at their first end, attached to the main shaft **128** and, at their opposite end, to the stay shaft **129**.

Their direction of extension, shown by the axis A-A in FIG. 6, is in particular normal to the plane containing the second oblique frame **106**.

The two clevises **146** are situated on either side of the stay shaft **129** and each comprise two holes, a hole **146a** and a lower hole **146b**.

Each upper hole **146a** is designed to receive the stay shaft **129** while each lower orifice **146b** is designed to receive a shaft not shown that is mounted on one of the bearings **106d** (FIG. 3) in order to attach the clevis **146** to the second frame **106**.

For this, the length of the clevis is adapted to the height of the aperture **106c** of the second frame **106**.

FIG. 7 is used to illustrate the functions and the advantages of the elements described above by showing by arrows the forces induced by the wheels **124** of the landing gear **120** on the leg **122** and the strut **126** when the aircraft is running.

During running, the wheels **124** sustain forces **150a** and **150b** that are directly transmitted to the leg **122** of the landing gear **120**. The leg **122** then transmits one portion of these forces to the main shaft **128** and another portion to the strut **126**.

The strut **126** for its part transmits through its link rods **126e**, **126f**, forces to the main shaft **128** and, through its connecting rods **126a**, **126b**, forces to the stay shaft **129**.

The resultant forces **152a** and **152b** transmitted to the main shaft **128** are directly transmitted, via the rear braces **113a** of the reinforcing elements **113** of the housing **111**, to the partition wall **105b** which, in its turn, transmits them to the skin of the front structure of the fuselage **100**.

The stay shaft **129** for its part sustains the forces **153** transmitted by the strut **126**.

By virtue of the device for mechanical connection and transfer of forces **140**, a portion of the forces **153** is transferred to the second frame **106** by means of the clevises **146**. The frame **106** thus absorbs the portion **154a** of the forces **153**.

The rest of the forces **153** (which constitute the majority of the forces coming from the strut), the forces **154b**, are transferred by means of the two connecting rods **144** of the device **140** to the main shaft **128** which transmits them in its turn to the skin of the fuselage via the mechanical path described above.

Thus, the role of the connecting rods **144** is to produce a closed path between the strut **126** and the gear leg **122** so as to transfer the forces induced by the landing gear **120** to the second frame **106** and to the first frame **105**.

This transfer of force is made particularly effective by the fact that the second frame **106** and the connecting rods **144** are perpendicular because any force component along the axis X is thus eliminated.

Thus, by virtue of the device for mechanical connection and transfer of forces **140**, the partition wall **105b** absorbs the majority of the forces induced by the landing gear **120**. Specifically, the partition wall **105b** is particularly strong and transmits the forces in the most direct manner to the skin of the front structure **100**.

It is therefore not necessary to provide reinforced side walls for the landing-gear housing **111**, which provides a substantial saving in space and weight.

Moreover, the integration of the landing gear **120** into the front structure **100** is carried out more simply than in the prior art because it requires only the attachment of the main shaft **128** and stay shaft **129** to the structure. The number of adjustments necessary for the integration is thereby considerably reduced.

A second embodiment of a front structure **200** according to the invention is shown in FIG. 8.

Because certain elements of this embodiment are common to those of the first embodiment, they will not be described again.

In this second embodiment, the front structure **200** comprises a first frame **205** that is not changed relative to the first frame **105**. It also comprises a second frame **206** that is identical to the second frame **106** except that it has no central aperture **106c** and that it comprises two parallel extensions **206a** extending rearward perpendicularly to the plane of the second frame.

The landing gear **220**, for its part, is different from the landing gear **120**. The strut connecting rod **126a** is replaced

by a Y-shaped fork **226**. The fork **226** comprises two branches **226a**, **226b**, which are connected to the second frame **206** by means of the two extensions **206a** which support the stay shaft which is not shown for the purpose of clarity.

The front structure **200** comprises a device for mechanical connection and transfer of forces **230** which comprises two pairs of bars **240** and **242** that are parallel with one another, for example of circular section (other sections may however be envisaged). The number of four bars has been chosen so as to protect the mechanism. This number may however vary in other embodiments.

The four bars **240** and **242** are each connected by one of the two opposite ends to one of the two braces **213** (identical to the brace **113**) attached to the first frame **205**, and, by the opposite end, to one of the two extensions **206a** of the intermediate frame **206**.

The front ends of the bars **240** and **242** are inserted into the thickness of the extensions **206a**, but other attachment means may however be envisaged.

The structure formed by the set of bars **240**, **242** and the main shaft **228** and stay shaft **229** substantially forms a parallelogram which can deform. This deformation allows it to withstand the forces due to the pressure difference between the landing-gear zone and the adjacent pressurized zones of the aircraft.

The extension direction of the bars **240**, **242**, like that of the connecting rods **144**, is perpendicular to the second frame **206**. This embodiment therefore has the same advantages as the first embodiment in terms of transfer of forces.

Specifically, the forces induced by the landing gear **220** when running are transmitted via the simplest possible path to the first frame **205** and to the second frame **206** and notably by virtue of the oblique orientation of the second frame **206** which is perpendicular to the extension direction of the bars **240**, **242**.

As is apparent from the foregoing specification, the invention is susceptible of being embodied with various alterations and modifications which may differ particularly from those that have been described in the preceding specification and description. It should be understood that I wish to embody within the scope of the patent warranted hereon all such modifications as reasonably and properly come within the scope of my contribution to the art.

The invention claimed is:

1. A front structure of an aircraft fuselage, comprising landing gear capable of pivoting about two parallel pivoting shafts, a main shaft and a stay shaft in order to allow the deployment or the retraction of the gear, the landing gear comprising a leg supporting wheels that is connected to the main shaft and a strut connecting the leg to the stay shaft, wherein the front structure further comprises:

a first reinforcing frame and a second reinforcing frame, the main shaft and the stay shaft being respectively connected to the first and second frames, and

a device for the mechanical connection and transfer of forces connecting the stay shaft and the main shaft and transferring to the main shaft a portion of the forces induced by the wheels of the landing gear onto the stay shaft,

the second frame and said device being perpendicular to one another.

2. The front structure of an aircraft fuselage according to claim 1, wherein the front structure extends in a longitudinal direction, the first frame extending in a lateral cross section of the front structure perpendicular to the longitudinal direction and the second frame being inclined relative to this cross section.

11

3. The front structure of an aircraft fuselage according to claim 1, further comprising a landing-gear housing, a portion of the first frame of the front structure forming a rear wall of the landing-gear housing and the landing-gear housing comprising reinforcing elements resting on the rear wall and extending longitudinally toward the front of the housing following the local internal curvature of the fuselage.

4. The front structure of an aircraft fuselage according to claim 3, wherein the main shaft is attached to the reinforcing elements close to their bearing surface on the rear wall of the landing-gear housing.

5. The front structure of an aircraft fuselage according to claim 3, wherein the landing-gear housing comprises a roof having a convexity oriented toward the inside of the landing-gear housing.

6. The front structure of an aircraft fuselage according to claim 1, wherein the device for mechanical connection and transfer of forces comprises several mechanical connection members extending in an extension direction and connecting the main shaft to the stay shaft.

7. The front structure of an aircraft fuselage according to one claim 1, wherein the device for mechanical connection and transfer of forces comprises a rod assembly which comprises at least one connecting rod and at least one clevis.

8. The front structure of an aircraft fuselage according to claim 7, wherein said at least one connecting rod is connected, at one of its opposite ends, to the main shaft and, at its other end, to the stay shaft, the clevis directly connecting the stay shaft to the second frame of the front structure.

9. The front structure of an aircraft fuselage according to claim 7, wherein the rod assembly comprises two connecting

12

rods and two devices associated respectively with the two connecting rods, the connecting rods being parallel with one another.

10. The front structure of an aircraft fuselage according to claim 7, wherein the landing gear also comprises at least one lifting cylinder placed on said at least one connecting rod of the rod assembly.

11. The front structure of an aircraft fuselage according to claims 9, wherein the landing gear comprises two lifting cylinders each placed on one of the two connecting rods of the rod assembly.

12. The front structure of an aircraft fuselage according to claim 1, wherein the mechanical connection members comprise at least two parallel bars directly connecting the first frame of the fuselage to the second frame of the fuselage, the main shaft having two opposite ends connected to the first frame, a first bar being arranged on the side of one of the two opposite ends of the main shaft and a second bar being arranged on the side of the other end of the main shaft, so that the bars, the main shaft and the stay shaft form a parallelogram.

13. The front structure of an aircraft fuselage according to claim 12, wherein the mechanical connection members also comprise a third bar and a fourth bar, the third bar being arranged beside the first bar and the fourth bar beside the second bar, all the bars being parallel with one another.

14. An aircraft comprising a front structure of an aircraft fuselage according to claim 1.

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